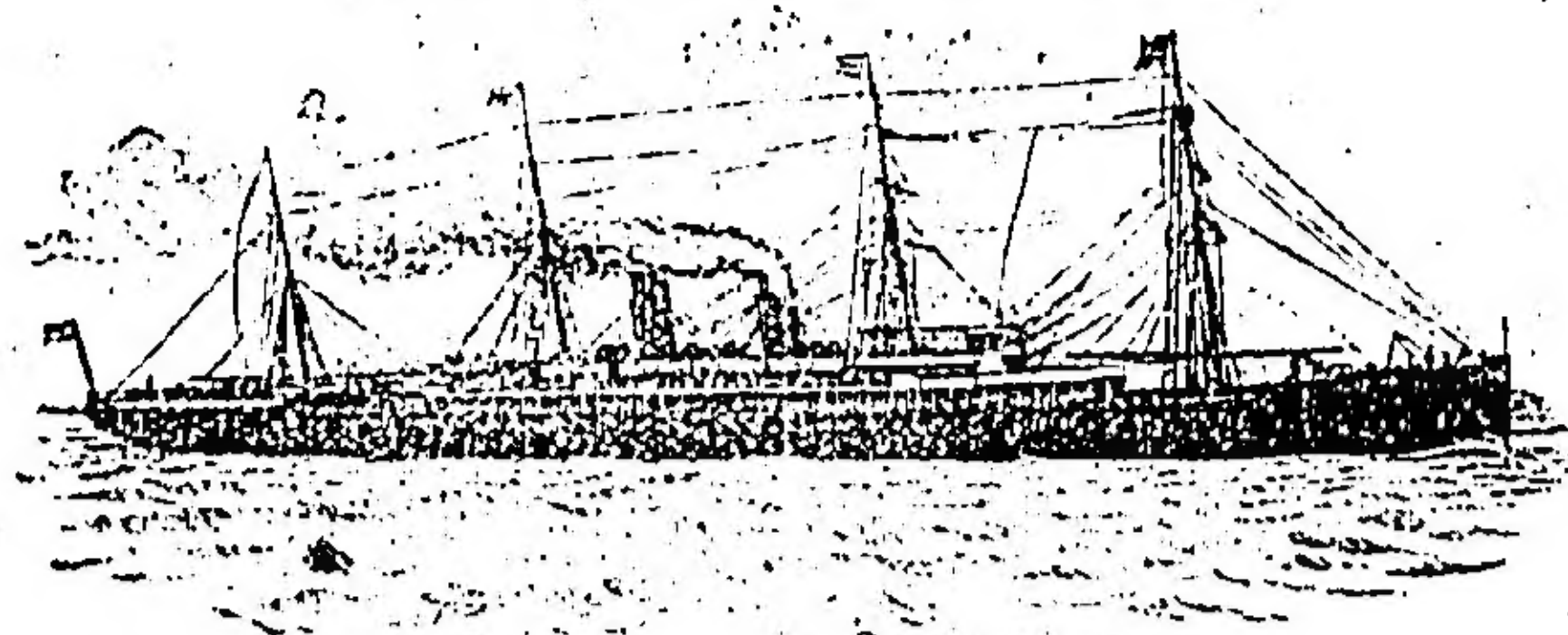


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"COASTIC"	FRIDAY, 14th July, at Noon.
"AMERICA MARU"	SATURDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GALICIA"	WEDNESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, OAKLAND, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding Orders for EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a week in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	20th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borck	(Calling at SINGAPORE and COLOMBO.)		
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Röden	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons	Captain H. D. Jones.
"POWAN"	2,135 "	G. F. Morrison, R.N.R.
"FAN KANG"	2,100 "	A. W. Dixon.
"HANKOW"	2,173 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 3.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.
S.S. "SAINAM," 588 " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.

KEEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$5.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 10th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents, SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th May, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 14 & 16, Queen's Road Central.

Intimations.

KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY.

HAVE always on hand for hire Waleis and China Ponies suitable for hacks or carriage work by day, week, or month.

Horses Bought and Sold on Commission.

G. W. GEGG, Manager.

Telephone 64, Hongkong, 19th May, 1903.

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

WAI YUNG PHOTOGRAPHER.

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH-CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

VIEWES ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902.

FURNITURE WAREHOUSE.

LI KWONG LOONG 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, Ltd. by all Chemists.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 596; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER. UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES
HEINZ'S APPLE BUTTER, cannot be surpassed.
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

ARE CIVIL SERVANTS OVERPAID?

A thoughtful article by Mr. Ernest Williams, on Civil Service Pensions, forms one of the leading features in a recent number of the *Windsor*. Civil servants will probably read the essay with somewhat mixed feelings. At the outset Mr. Williams urges that if the question whether Civil servants are generally paid at higher rates than the conditions of remuneration outside the service justify, can be answered in the affirmative, it is clearly we must have a change. He goes on to say "It would be monstrously unfair that the taxpayers, who provide these salaries, should have to pay upon a bigger scale than they themselves can earn by proportionate labour and ability. But the subject is very complicated, and elusive in the pursuit. It is extremely difficult to say exactly what any man's work is worth; and even when you have determined that point, there remains the complexity of discovering what is his real remuneration for purposes of comparison. A nominal wage is not the only factor: the conditions of service and any indirect additions to the wage which they may have to have to be brought into the reckoning. In the case of our Civil Servants there exists one very important form of indirect addition—the pension system. Civil Service pensions and allowance of a similar character cost the country over two and a half millions a year, with every prospect of the cost increasing as the years go on. It is equivalent to more than a penny in the pound of the Income-tax. We are overburdened with rates and taxes already, and if that fact justifies us in denying old-age pensions to the poor (really in their case only an alteration and extension of the existing Poor Relief system), why should the burdened taxpayer provide old-age pensions for men for whose services he has paid well throughout their working lives, and who are, or should be, less in want of old-age pensions than the vast majority of the people who have to provide them? And . . . if old-age pensions generally are to be denied because they encourage thriftlessness, the argument applies with special force to men who from their boyhood up to the verge of their old age have—without a break on account of illness or slackness of work—received regularly month by month a salary of continuously increasing amount, and a salary which we have every reason to believe is—in the vast majority of cases—at least as much as they could earn by similar work outside the Service. Surely if anyone can provide for his old age, it is these people, and to relieve them of the necessity is a more blamable encouragement to thriftlessness than it would be in the case of working men, but few of whom have an unbroken life-span of work and wages. Civil servants may not find all this palatable, but let them regard the question from the point of view of the taxpayers, who provide those pensions. If, for example, am not a Civil servant. No one is providing for my old age. When I become too old to work or too old to be regarded as worth employment, or—should that event happen sooner—when I become too ill to work, or should the journal for which I write no longer be able to afford my services, I am thrown entirely upon my own resources—notwithstanding that, during the time that I have been at work, part of the money which I have earned by my work I have had to contribute towards the pensions of other men. I do not, however, in using these arguments, wish it to be assumed that I am pushing them to the extent of declaring that I regard any system of old age pensions as wrong. We may stop well short of that extreme position and yet find no justification for the very generous scale of pensions which now obtains in the Civil Service.

"Retirement from old age does not in practice occur at a fixed period in the Civil Service; it may begin at sixty, but Civil Service work is usually so easy that many men keep on for much longer. . . . But let us, for the purposes of calculation, take the age of permissive retirement—namely, sixty. We will now look at the Foreign Office Salary List, and will take thence two offices as examples of the higher and lower grades of service—the chief clerk and the second-division clerks. The chief clerk's salary rises to £1,200 a year; his retiring pension will, therefore, be £300 a year. The second-division clerks have a maximum of £350 a year; their retiring pensions would be £233. Now, the chief clerk would answer in private life to the manager of an ordinary City office or a moderately successful professional man; for the purposes of his post he certainly would not require more ability than either. But the City or professional man, desiring at the age of sixty to retire upon a pension of £800 a year, would, if at that age he purchased a Government annuity, have to put down a lump sum of £9,106. To have saved that amount during his working life out of an income rising from the small beginnings of a young man to £1,200 a year, with probably the expense and upbringing of a family in between, would denote both a very considerable amount of thrift and a good share of luck besides. It would mean an average saving of £227 a year for forty years—for just this one purpose only, be it remembered; and during the greater number of those years it would be fair to assume that the man's salary would be less than half the £1,200 maximum, while the expenses of his family would, if he had one of normal proportions, eat heavily into his income during the whole period. The second-division clerk, with his retiring allowance of £233, would correspond to the ordinary clerk of commerce, but better paid; I wonder how many among these latter would be able to pay £2,675, which is the price of a Government annuity of £233 at the age of sixty. . . . As was put in evidence before the Royal Commission on Civil Establishments, the present non-effective list of the Civil Service (that is to say, the Pension and Compensation List) is equal to from sixteen to twenty per cent. of the effective list, the lower

percentages excluding, the higher including compensations. Taking the lower level, we learn, then, that the country through the pension system really pays to its Civil servants sixteen per cent. more than their salaries. So, when we are trying to find out whether Civil servants are properly or overpaid, by comparison with the incomes earned outside the Civil Service, we have to add sixteen per cent. to the Civil servants' salary because of this pensions arrangement. . . . An even better system of pensions might be given to Civil servants at a considerably less cost to the country than the present system entails. This may sound an extraordinary statement, but . . . I will ask you to look at the system of superannuation adopted by the London and North-Western Railway Company for its salaried staff. The salient features of this Fund are as follows. Each salaried servant of the Company becomes a member of the Fund Association upon his entering the service. He contributes towards it 2½ per cent. of his salary for the time being, that sum being deducted from his salary payment each month. The Company contributes an equal amount. The Company also makes use of the Fund's balance, allows the Fund 4 per cent. interest upon the money. . . . Should the member, before attaining the age of annuity age (sixty years permissive, and sixty-five compulsory), resign the service or be dismissed therefor in for any reason except fraud, the whole of his own contributions to the Fund is returned to him. Should he die before superannuation, his representative receive the whole of his contributions and the whole of the Company's contributions besides, or one half-year's average salary, whichever is the greater sum. After superannuation, should the member die before he has received by way of pension the total of his own and the Company's contributions, the difference between what he has received and the total of his own and the Company's contributions is paid to his representatives. But supposing that the member remains in the Company's service until sixty or if he chooses, until sixty-five, he gets upon retiring a pension calculated upon his average salary and the number of years of his service. . . . The cost of the Civil Service system is equivalent to 16 per cent. of the salaries; the cost of the Railway system is only 5 per cent. plus the small addition I have referred to regarding the rate of interest upon the funds. . . . Were the Government to follow, in respect to the Civil Service, the plan of the North-Western Railway, as local authorities are following it, the Civil servants—even without contributing themselves towards their pension—might still enjoy just as good a superannuation scheme, and the taxpayer would at the same time be substantially relieved. And were the Civil servant made to contribute himself, the saving to the country would be a good many hundreds of thousands of pounds a year. We have only quoted enough to show the drift of the article. Mr. Williams supplies a somewhat formidable array of figures in support of his argument.

Entimations.

THE ROBINSON PIANO CO., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER	...	...	\$400
NEEDHAM	...	...	380
DORNER	...	...	375
ROINSCH	...	...	400
SCHIEDMEYER	...	...	250
BORD	...	...	280
RACHALS (SEMI-GRAND)	...	...	700
H. & MULLER	...	...	350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central,
Hongkong, 9th February, 1903. [46 4520]

Intimations.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOLE'S PREPARATION

never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co. Limited.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MASSILIA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Oceana*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

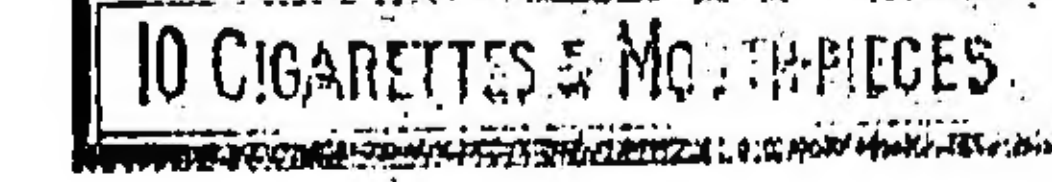
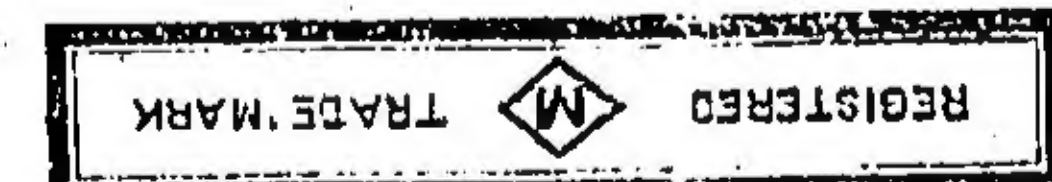
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that MURAI BROTHERS COMPANY, LIMITED, carrying on business at Tokyo, Japan, and elsewhere as CIGARETTE and TOBACCO MANUFACTURERS have, on the 6th day of February, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—



in the name of MURAI BROTHERS COMPANY, LIMITED, who claim to be the Proprietors thereof.

The TRADE MARK has been used by the applicants since the month of September, 1891, in respect of the following Goods:—
CIGARETTES and TOBACCO BOTH MANUFACTURED AND UNMANUFACTURED IN CLASS 45.

Dated the 9th day of April, 1903.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 6th June, 1903. [1266]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.
THE Steamship

"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 8th June 1903. [679]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship

"INDRAVADI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 8th June, 1903. [681]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243) and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.

All Claims must be sent in to me on or before the 15th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.
Hongkong, 8th June, 1903. [1]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 13th June, at Daylight.
S. J. G. Parsons	COLOMBO, VIA SINGAPORE and BOMBAY	TUESDAY, 16th June, at Noon.
BOMBAY MARU	COLOMBO, VIA SINGAPORE and BOMBAY	TUESDAY, 16th June, at 4 P.M.
T. Mural	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
W. Thompson	HAMA	FRIDAY, 19th June, at 4 P.M.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 25th June, at Noon.
A. E. Moses		
SANUKI MARU		
W. Townsend		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		
P. L. Pyne		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanjo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI
Acting Manager.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIE," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903. Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 10th June, 1903. [1004]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Olympia 2,837 J. Truebridge June 24

Trenton 9,606 T. W. Garlick June 30

Tacoma 2,812 A. Dixon July 6

Victoria 3,502 J. Panten Aug. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 3rd June, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [1116d]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO.

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports on THURSDAY, the 18th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN,
Superintendent.
Hongkong, 9th June, 1903. [436]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR FRANKS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

Steamship

"CHUSAN,"

Captain W. W. Cooke, carrying his Mails, will be despatched for this Port on BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed and transhipped with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th June, 1903. [4]

To be Let.

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORRISON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS in HOWINGTON, Praya East, No. 7, RIFON TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th June 1903. [209]

TO LET.

No. 3, STEWART TERRACE, THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1903. [4420]

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Varn or Coals. Also Land for Coal Storage.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1903. [397e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 2nd February, 1903. [1328d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1110d]

Intimations.

A. S. WATSON & CO.,
LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARIVET	20.00	22.00
CHATEAU MOUTON		
PARMAILLACQ	24.00	26.00
CHATEAU PONT		
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET, CHATEAU RAUZAN AND CHATEAU LAFFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.
THE HONGKONG DISPENSARY.

TELEPHONE NO. 25.
CABLE ADDRESS "ACHEE" HONGKONG.
A. B. C. CODE, 4th EDITION.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.
Liebner's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, at the Hong Kong Press, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 3rd June, at 3, Seymour Road, Shanghai, the wife of HERBERT GEORGE DOWLER, of a son.

MARRIAGES.
On the 1st June, at Shanghai, at the Church of Sacred Heart of Jesus, Hongkew, by the Rev. Father J. Savary, S.J., CARLOS C. DA COSTA, third son of the late Francisco Gomes da Costa, to MARIA LOURDES, eldest daughter of Ulisses A. Vieira.

On the 3rd June, at H.B.M. Consulate and afterwards at the Church of Our Saviour, Hongkew, by the Rev. Fleming James, Percy Montagu, youngest son of THOMAS BENSLEY, of Warrington, Lancashire, and "Springbank," Strath, Cheshire, to RUTH HUNTER, eldest daughter of the late Andrew McKelvie, of Greenock, Scotland.

DEATH.
On the 3rd June, at Shanghai, ROBT. BRADSHAW MOORHEAD, late Commissioner, Imperial Maritime Customs, Ningpo.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 11, 1903.

LOCAL AND GENERAL.

THE Russian Government has declared Yokohama to be infected by plague.

Now look out for LeMunyon's new store advertisement. It is a beauty.—*Advt.*

ONE of the Chinese crew of the H.A.L.S. *Argonaut* died of plague at Yokohama on the 28th ult.

CAPT. and Mrs. J. B. Arbuthnot left Blake Pier shortly before five o'clock this afternoon bound for Macao and the West River on the Government yacht *Stanley*.

THE President of the Uruga Dock Co. has resigned in consequence of the dissatisfaction of the American authorities with the revenue cruiser built for the Philippine Government.

It is reported from Wuja that the Chinese soldiers at Angung (under Russian direction) have commenced operations against the bandits in the district.

MR. C. A. Pearson, proprietor of the *Daily Express*, has bought the *St. James Gazette*. The purchase price has not been announced. The policy of the *Gazette*, which is conservative, will not be changed.

THE general awakening that is so evident in the parts of China nearer to the ports is spreading wonderfully fast into the interior. A considerable number of books on Western subjects and of the Shanghai journals are being purchased and read.

THE case of the Licensed Pilots' Association against the Nippon Shosen Kaisha was again brought up at the Japanese Consular Court, Shanghai, on 3rd inst., before Mr. Odagiri, Consul-General. His Honour dismissed the case with costs on the ground that the Court had no jurisdiction over the defendants, owing to their firm not being properly registered at the port. It is believed that the Pilot Association are going to take further steps in the matter, says the *N. C. D. News*.

IT may be taken for granted that, notwithstanding all Russia's undertakings, Manchuria is lost to China. Mongolia will follow, and China's Central Asian possessions. Then England will have to show more determination than she has done in the case of Manchuria, if Tibet is not to become a Russian province, observes the *N. C. D. News*. The Chinese Empire will be confined to the eighteen provinces, and even they are seriously threatened by the Manchurian precedent, which teaches that annexation is the next step to sphere of influence.

PRICES of produce at Newchwang are about twenty-five per cent higher than last year, and there are very few steamers loading for the south. The first of seven Russian river steamers has arrived there from Harbin. They are about fifty feet long, have a beam of about fifteen feet, and a draught of two feet. As there is said to be no commercial scope for their employment, it was supposed that they are intended to control the river traffic, the possibilities afforded for additional taxation of the bean boats, being another burden on the trade of Newchwang, which is already in a bad way owing to the prevalent uncertainty.

PROGRAMME of music to be played by the Band of the 33rd Burma Infantry on the New Parade Ground on Monday next, the 15th inst. from 5 p.m. to 6.30 p.m.
March....."Marche Romaine".....Gounod
"Four Seasons".....La Marseillaise.....Gillet
Selection....."Three Little Maids".....Rubens
Dance.....Hungarian.....Brahms
Selection....."A Princess of Kensington".....Ed. German
Valse....."Parade Polka".....Berger
March.....Corn Rigs
March.....The Cornet Men
March.....The Sweet Maid of Glendal
March.....The Darning of the Piper's Hat
Stralope.....Monyusk
Reel.....Lord James Murray
March.....The Green Hills of Tyrol
God Save the King.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Don't forget the chits for they will not go LeMunyon.—*Advt.*

THE Russian Minister of Marine has decided to order 20 gunboats driven by turbine motors for the protection of the Russian frontier along the Amour river.

THE Deutsch-Asiatische Bank will pay a dividend of nine per cent. for the year 1902 (as against seven per cent. in 1901); the Russo-Chinese Bank 8 per cent. (as before); and the Suez Canal Company 109 16 Francs per share.

AMONG the many presents received by the Tsar this Easter the offering of a Siberian convict attracted special attention, and the Tsar is said to have derived extraordinary pleasure from it. It consisted of a harel-nut the hollow of which contained a chess-board with all the men artistically carved in bone. The convict had worked on it for many months.

MR. McLeary Brown, Superintendent of Customs, was sent to Chinampao to inspect the breakwaters and lighthouse in course of construction there. It is reported that many influential officials are in favour of opening up the Yalu district in hope of preventing the high-handed action of Russia there. By some people, Mr. Brown's visit to these districts is connected with this proposal.

WRITING from Canton under yesterday's date a correspondent informs us that Mr. Pasquet, junior, has left the chairman for the Hongkong Plague Hospital at Kennedy Town. When he was first taken ill he was put aboard a native boat, but finding the heat too great it was decided to remove the patient to Kennedy Town. A launch was chartered for the purpose and was expected to reach the Colony early this morning.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

THE *Sin Wan Pao* gathers that a company formed by some prominent native merchants in Kwangtung has lately petitioned the Government Revenue Bureau of that province promising the Provincial Government an annual royalty of \$220,000 for eight years if it be allowed to license and tax boats of different sizes in Kwangtung, as "flower boats," cargo boats and fishing boats, etc. Steamer and "Mandarin boats" are exempted.

It is understood that the price paid by the Nippon Yusen Kaisha for Mr. G. McLean's steamers and shipping business is something over £1,300,000, not £1,300,000. The purchase includes the two steamers *Shal* and *U. de Pries*, with hulls, pontoons, etc., etc., and the goodwill, which is a very valuable asset, and the wharf, godowns, and houses at Hongkew, with a well-bounded river frontage of 950 feet, held at a very trifling net rent on a lease for 999 years.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burma Infantry will play the following programme at the King Edward Hotel, during dinner to-morrow, Friday, the 12th inst. (weather permitting):—
March....."Piper's March".....Andrew
Grove.....Introduction and Air.....Wagner
Selection....."Columbia Limited".....Sullivan
Song....."The Song of Andy".....Frederic Clay
Selection....."Favourite Airs by Schumann"
Valse....."Salut d'Amour".....Boyle
Morceau....."Salut d'Amour".....Boyle
God save the King.

WITH the departure of Major-General O'Moore Creagh, V.C., for India, the British troops in North China will pass to the control of the War Office, and the majority of General Creagh's principal staff officers will vacate their appointments and revert to Indian establishment. The strength of the garrison in China will not, however, be affected for the present. This has been fixed at five battalions of native Indian troops, three of these being accommodated at Hongkong. The battalions now employed in this service are 21st Punjab Infantry, 30th Punjab Infantry, 33rd Burma Infantry, 10th Bombay Infantry, and 14th Bombay Infantry.

FROM the *China Times* of the 30th ult. it is learned that the Empress Dowager had an entertainment of European music and dancing at the palace on the 28th. Sir Robert Hart's band furnished the music, with which her Majesty was very much delighted. The Misses Yu Kung, dressed as a French peasant boy and girl, danced a minuet, after which Lady Yu Kung with her daughters, a German lady, and four Chinese princesses, danced a set of lancers; all of which her Majesty evidently found very much more entertaining than discussions of Russia's conquest of Manchuria.

Messrs. Scott and Co., Greenock, are to build several vessels for the China Steam Navigation Company, making a total of six of about 2,000 tons each now building at the yard for the same owners.

THE Statistical Department of the Customs has issued the *Customs Gazette* for the first quarter of the present year. The revenue for the quarter shows a very general advance on last year's, the comparative figures for the two years being: in Haikuan Taels:—
1903. 1902.
Chinese Ports.....6,346,257 5,110,785
Kowloon and Lappa.....184,917 197,783
Lungkou, Mongtze.....62,869 64,565
Sungmao and Teng yueh.....
Total 6,594,043 5,372,633

The total collection at Shanghai during the quarter was Hk. Tls. 2,419,582, against Tls. 1,814,456 in 1902, and Tls. 1,262,358 in 1901.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

FOR some time obnoxious reports have been circulated in Peking that the students of the Peking University were in communication with the revolutionary societies in the South. A Special Commissioner, appointed by the Throne, has made a thorough investigation into the matter, and has found the charges without foundation.

THE *Bar on the Monthly List*, published on the 1st of May, of wrecks and casualties recorded in March last, announces that 100 sailing vessels were reported as totally lost; 40 by stranding, 5 by collision 2 by fire; while 5 founded, 6 were abandoned, 36 were condemned, and 6 were missing. No less than 183 sailing vessels were damaged; 31 by stranding, 54 by collision, 2 by fire, 28 by leaks, and 68 by stress of weather. The steamers totally lost were 33; 8 by stranding, 2 by collision, 1 by fire; while 14 were damaged, 2 were abandoned, 12 were condemned, and 7 were missing. The steamers damaged were 38; 82 by stranding, 98 by collision, 19 by fire; 5 by leaks, 89 by stress of weather; while 89 reported injury to their engines or boilers.

THE funeral of the late Mr. R. B. Moorhead, of the I. M. Customs, took place at the Bubbling Well Cemetery, Shanghai, on 4th inst., and a large number of the deceased's friends attended. The Rev. H. C. Hodges conducted the funeral service, at the termination of which the coffin was borne to the graveside by the following gentlemen: Mr. R. E. Bredon, Deputy-Inspector General of Customs; Mr. H. E. Hobson, Commissioner of Customs at Shanghai; Messrs. F. E. Taylor, A. E. Hipsley, and F. A. Carl, Commissioners of Customs; Messrs. Hancock and G. T. H. J. Eldridge, Deputy Commissioners, and C. A. Carlsen. The coffin was covered with wreaths, and the scene at the side of the grave was most impressive. Nearly all the members of the Customs staff in Shanghai were present.

At the distribution of prizes in connection with the recent meeting of the Shanghai Rifle Association, Major Little, in proposing a vote of thanks to the committee and secretary, said they were trying to get an improved standard of shooting so as to put a good team into the field in the Interport matches. Under the captaincy of Capt. Boissongon, they had been successful in the last Interport match, and if Shanghai won the next match he would suggest that they challenge the other ports to a field-firing competition which he thought would be an improvement on the Bisley target competitions. Hongkong and Singapore were both garrison towns and if Shanghai got up a team to meet them on service line they could not refuse the challenge. If Shanghai should win, it would be a very creditable victory.

KING EDWARD VII. LODGE.

The consecration ceremony of the R.A.O.B. King Edward VII. Lodge, No. 910, was duly performed by Sir Knight Wm. Radburn, assisted by Primos Burnett, Oxberry, Smith, Goodhall, Blake and Parkinson. The promoters of the new lodge, to the number of twenty, met in the Hongkong Hotel at 7.30 last evening where a splendid dinner had been prepared. Several toasts being proposed the company adjourned to their pretty Club rooms at No. 1, Queen's Road East where the working of the minor Lodge was commenced by the initiations of some Young Buffs. The remainder of the evening was spent in harmony, songs being contributed by Primos Oxberry, Bros. Sheffield, Robins and Robinson. The meeting terminated at midnight with hearty good wishes for the success of Buffaloin in the East.

KWANGSI FAMINE FUND.

The Hon. Treasurers acknowledge with thanks, the following subscriptions:—
Amount previously acknowledged \$33,252.08
Cawajee Pallanjee & Co. 125.00
R. D. Vania 5.00
M. L. 25.00
Subscriptions from Chinese as per separate lists attached 6,220.00
Total.....\$39,647.08

Chan Chik U	100
Tung Kee	100
Wan Cho Chai	100
Shun Kee	100
Chee On	100
Wang Shat Cho	100
Chang Hing	100
Wai Ling	100
Chai Cheong Loong	100
Fat Kee Company	100
Tee Cheong Po	100
Li Kin Tong	200
Lai Chik Sin Shé	100
Ip Sham Keng, Amoy	200
Wong Ki Sam	200
Chan To Shi	100
Yee Hing Loong	50
Tak Shing Hong	50
Shun Hing Hong	50
Shing On Hong	50
Cheung Yu Hong	50
Hau Sing Hing Ké	50
Kwang Nam Loong	50
Kwong Fat Yuen	50
Kung Hing Loong	50
Chow Sui Lam	50
Wai Loong Lan	50
Ho Hing Cheung	50
Kwong Cheung Wo	50
Kwan Yik Tai	50
Wing Cheung	50
Lo Chung Kui	50

Total.....\$2,400

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Compradore, Siemssen & Co.	50
Dodwell & Co.	50
Melchers & Co.	50
Bank of South China	50
Osaka Shosen Kaisha	50
Bradley & Co.	50
Ross & Co.	50
Arnold Karberg	50
Tong Wan Chiu	50
Ng Shau Kuk	50
Ip Shun Kum	50
Iu Kui Yuen	50
Fung Shui Tong	50
Sham Chi Chuen	50
Yung Shiu Pan	50
Hon. Dr. Ho Kai	50
W. Tso	50
Chau Siu Ki	50
Leung Ngan Pan	50
Lam Pat Nam	50

Total.....\$1,320

Chiu Loong Tai	50
Wing Kee	50
Tai Sing	50
Nam Hing Loong	50
Chun Tai	50
Chan Kwai Cheung	50
Chan Cho	50
Chan Tung	50
Chan To	50
Chan Chun	50
Shiu Cheong Bank	50
Lok Hing	50
Sun Shing	50
Wa Loong	50
Yeung Hing	50
Chuen Hing	50
Lo Hing Kee	50
Tuck Hing	50
Chiu Cheung	50
Tai Sing Paper Mill Co.	50
Ho Kam Tong	50
Tee Shi Ping	50
Anonymous	50
Yui Shing Shun	50
Five Chinese Ladies	50
Ng Po	5

Total.....\$1,255

Kwong Hung Tai	15
Wing Fat Hoang	50
On Wing Chan	50
Chun Hing Loong	50
Sang Wo Tai	50
Wing Yui Shing	50
Lee Wing Hing	50
Kwong Yau Hang	50
Kwong Chuen On	50
Yan On	50
Cheong Loong	50
Wo Cheong	50
Wo Shing	50
Fook On Cheong	50
Wing On	50
Hing Loong Lan	50
Yuet Loong Lan	50
Lun Loong Lan	50
Sun Loong Lan	50
Hong Loong Lan	50
Yui Loong Lan	50
Hang Fat Lan	50
Yee Cheong Loong Lan	50
Wang Loong Lan	50
Sam Loong Lan	50

Total.....\$1,245

Grand Total.....\$3,820

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, May 30th.

Champion Roberts is for the moment the lion of Tientsin. Of course, he has found no one here really to try his metal but the following report may be of some interest as the result of his first night here. Last evening, his second exhibition he beat Mr. Smith at pyramids, but was beaten in turn by Dr. Irwin. The play was sufficiently good on the amateur side to sustain interest.

Mr. John Roberts had a cordial reception from the subscribing members on Tuesday evening in the Tientsin Club, when he played an exhibition game of billiards of 1,000 points up with Dr. Irwin, conceding 650 points start to our worthy Doctor. The game opened in a somewhat tame fashion, Roberts contenting himself with testing the table. His first break of note was 51, compiled in 4 minutes, after which he settled down and, in due course, gave us a treat by making breaks of 43, 28, 31, 29, 57, 38, (10 losing hazards off the red) 94 and 53 (consecutive breaks) 21, 51, 16, 37, 32, 22, 25, 119 (compiled in 8 minutes) 58, and 34. One of these breaks was a specially fine one, as it was nearly all made up of nursery cannons. In the meantime, Dr. Irwin had been steadily augmenting his score and towards the latter end played a really fine game. During the evening his best breaks were 28, 26, 24, 19, 16, 15, 13, 12, 12, 10, 9, 8, &c., &c. The final stage was most exciting, as Dr. Irwin wanted 17 to go out and compiled 16 in capital style and then very nearly wound up proceedings by fluking the coveted one. That, however, was his last opportunity, as the champion having 34 to make to win, sailed away in his inimitable style and won a most exciting and interesting game by the narrow margin of one point.

The Champion then played Mr. Henry Smith 2 games of pyramids, to whom he conceded 6 balls start, but in the language of the poet, the redoubtable champion was "laid out" especially in the second game, when Mr. Smith beat the champion more than level.

Mr. Roberts brought a very pleasant evening, to a close by exhibiting fancy strokes and tricks with the cue and by hand, some of which were particularly amusing, especially the one where the red leaves the Pool basket, after the white was knocked in. Affairs in Peking remain chaotic. Prince Ching is still sick, at least diplomatically so.

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and Chang Chi-tung is busy trying to dodge promotion to the Wei Wu-pu or some other responsible post where he can be made scapegoat for anything which happens. It would be convenient to have Chang take over the Russian problem and solve it or be dissolved by it as fate might decree, but "a certain Power" is said to have pointed out that in spite of Chang's increasing age, he is a man it is of the greatest importance to have on the Yangtze, and that certain Power objects to his having any such appointment thrust upon him. There is, moreover, a certain financial claim on his attention in Hupeh which he was unable to settle before coming North, and this Chang affirms impels him to return to his old post. However, it is in no wise settled. Chang Chi-tung, who has received sundry and various marks of Imperial favour during his sojourn in Peking, has been making and returning his official calls in a four wheeled foreign carriage in lieu of his official chair.

Locally matters remain the same. Nothing has been decided about the city finances and at a meeting between the leading commercial men the other day the Viceroy is said to have declared it was useless to make him responsible for even 12 millions as he does not command so much if any of the native banks failed and he really had to meet such a demand. If he speaks truly it would seem that he is either a great fool or a great knave. He is either honest and ignorant of commercial and financial matters to such an extent that the lower officials are filling their pocket at his expense, or he is filling his own pockets and sending money to Peking to buy favour, as otherwise Tientsin City certainly should be worth 12 millions. But it seems hopeless to conjecture that Chinese officials are driving at first now, or where all the money is going to. A vast amount of money is certainly being drained out of the people somehow, quite independently of the indemnity, as for instance in Paoing. A proclamation has just been jointly issued by the Prefect, Magistrate and Chief of Police that the house and vehicle taxes must be paid up at once as there is no money to pay the military police who are protecting the people from robbery. Now these taxes were recently remitted and their reinforcement is not just. But that is the way matters are going on and the question is what is being done with the money. Some Chinese affirm it is being stored for future use and that within two years we shall see what is being done with it.

The Russians are trying to get together 10,000 mules, but though several foreigners acting with Chinese are interested in the game there is some doubt whether the animals can be got away from here except overland, as there is some Customs' regulations against it.

Now that M. Lessar is back there can be very little excuse not to settle the Manchurian question, but we may depend on it some will be manufactured. The Russian Minister passed through here very quietly apparently, but if he is still in weakly health as reported this is easily understood.

The German Ambassador, Dr. Munster von Schwarzenstein, returned from Germany via

Siberia on Thursday last, just 15 days from Moscow. He alighted at Tientsin only to receive the complimentary greeting of his nationals, civil and military, and then went on to Peking. He was accompanied by von Rudowitz, the new Secretary of Legation, who takes the place of Dr. von Bohlen und Halbach going home on leave, and by Attache Baron von Rothenham. The Austrian Minister was of the party also.

THE PLAGUE.

During the twenty-four hours ended at noon to-day 12 further cases of bubonic plague, making 1,153 since January 31st, were reported. Of these 9 were fatal cases, all Chinese. The return records one French case notified as having come from the Shamen, Canton, for treatment at the Kennedy Town Hospital. The usual weekly return of plague cases is just to hand, and shows that during the seven days ending 6th inst., 106 cases with 94 deaths had been notified. Of these four were European, eight Indian, four Portuguese and 120 Chinese. The neighbourhood of Taipingshan (No. 4 District), contributed the largest number of cases, viz. 24, with seven deaths, while the Bowington Districts with 22 cases, all of which terminated fatally. During the same period a fatal Chinese case of diphtheria was notified and four cases of enteric fever were recorded, one of which ended fatally. Three Europeans and a Japanese were attacked. A total Chinese case of small-pox was also notified.

SHIPPING AND MAILS.

MAILS DUE.

German (*Stuttgart*) to-morrow.
American (*Nippon Maru*) 13th inst.
German (*Preussen*) 14th inst.
French (*Ernest Simon*) 14th inst.
Indian (*Suisang*) 16th inst.
Australian (*Taiwan*) 21st inst.
American (*Siberia*) 22nd inst.
Canadian (*Empress of India*) 22nd inst.
American (*Coptic*) 1st prox.
The B. T. B. Co.'s s.s. *Hyades* arrived at Victoria, B.C., on 8th inst.
The Imperial German Mail s.s. *Bayer* which left here 13th ult., arrived at Genoa Wednesday, at 5 a.m.
The P. M. S. S. Co.'s s.s. *Nippon Maru* with mails, &c., left Shanghai for this port at daylight, 11th inst.
The Imperial German Mail s.s. *Stuttgart* left Foochow to-day, a.m., and may be expected here to-morrow at 9 p.m.
The C. N. Co.'s s.s. *Sunghyang* left Manila for this port yesterday evening, and is expected to arrive here 13th inst., at daylight.
The Imperial German Mail s.s. *Preussen* carrying the German Mails with dates from Berlin of the 12th ult., left Singapore 10th inst. at noon, and may be expected here on or about 14th inst., at 6 p.m.
The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., which left hence 13th ult., for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination 8th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCHER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, L'DON & ABERP.	"ANTENOR"	On 27th June.
MARSEILLES, L'DON & ABERP.	"ALCINOUS"	On 7th July.
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, L'DON & ABERP.	"PELEUS"	On 28th July.
MARSEILLES, L'DON & ABERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & ABERP.	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"MACHAON"	On 14th July.
all PACIFIC COAST PORTS.	"NINGCHOW"	On 10th August.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "OANFA" from Tacoma left Moji 7th inst. for Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENSIN"	12th June.
SHANGHAI	"WOOSUNG"	13th "
IOILO and CEBU	"WUJANG"	13th "
KOBE	"YOKOHAMA"	13th "
AMOI, SAMARANG and SOERABAYA	"YUNNAN"	15th "
MANILA	"SUNGKIANG"	17th "
TIENSIN	"KWEIYANG"	18th "
MANILA	"CHINGTU"	4th July.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE.	"CHINGTU"	4th "

The Attention of Passengers is directed to the Superior Accommodation offered by the
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is on board.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—R. D. C. D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa and are fitted with all modern improvements. Excellent accommodation is
provided for 2nd class passengers, and a duly qualified doctor is carried.All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's
steamers from Shanghai.For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at
No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 3rd June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel-Twin Screw
Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO,
Daily, at 7.30 A.M. SUNDAY including
Departures from MACAO to HONGKONG,
Daily, at 2 P.M. SUNDAY including.This Steamer is the fastest and has Superior
Cabin Accommodation.

FARES:

1st Class.....\$1.50

2nd ".....70

3rd ".....30

Further Particulars may be obtained at the
Office of the

WING ON STEAMSHIP CO.,

No. 12, Bonham Strand West.

Hongkong, 30th May, 1903.

STEAMSHIP SERVICE TO NEW
YORK VIA SUEZ CANAL.

THE American Asiatic S.S. Co.'s

"ARARA"

will be despatched on THURSDAY, the 18th
instant.

For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th June, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robinson, will be despatched for the
above Port, TO-MORROW, the 12th instant,
at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LAIRDALE & CO.,
General Managers.

Hongkong, 11th June, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as
above TO-MORROW, the 12th instant,
at 4 P.M.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th June, 1903.

EXCURSION TO MACAO.

GRAND PROCESSION.

FEAST OF ST. ANTHONY.

THE well-known S.S. "CHUKONG" will
leave her usual Wharf (next to the Steam-
boat Co.'s Wharf) at 8.30 A.M. on SUNDAY
NEXT, the 14th inst., returning from Macao
at 9 P.M. the same day.Tickets \$1.50 Return
Obtainable on Board.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Dupuy Fromy, will be despatched for the
above Ports, on or about SUNDAY, the 14th
instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th June, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHIEN".....24th June.

"MACDUFF".....10th July.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 5th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU.....N. Tate.....3,876.....WEDNESDAY, 17th June, at 11 A.M.

ROHILLA MARU.....E. P. Bishop.....3,869.....

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. NAKASHIMA, Manager.

Hongkong, 6th June, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ
AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MORAVIA."

Captain Soich, will be despatched as above
on WEDNESDAY, the 17th instant, P.M.For Information as to Passage and Freight
apply toSANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP
VIA SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Holman, will be despatched as above
on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above
on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 6th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM TO

YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE."

Captain Mecozzi, will leave for the above
places on WEDNESDAY, the 17th instant, P.M.This steamer has capital accommodation for
passengers. Electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 10th June, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TINOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the
above Ports, on WEDNESDAY, the 1st July,
at Noon.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th June, 1903.

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA
LINIE.THE departure of the Imperial German Mail
S.S. "STUTTGART" for EUROPE,
&c., is POSTPONED till SATURDAY, the
13th instant. The exact hour of departure will
be notified later on.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 10th June, 1903.

FOR CEMULPO AND PORT ARTHUR.

Calling at SHANGHAI and DALNY.

THE Steamship

"SULLBERG."

Captain Meyer, will be despatched for the
above Ports on MONDAY, the 15th instant,
at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th June, 1903.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Oliffert, will be despatched for the
above Ports on TUESDAY, the 16th instant,
at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 9th June, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain Hutton, will be despatched as above
on or about THURSDAY, the 2nd July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th July, 1903.

Intimations.

WHAT IS

Kabuto

1st June, 1903.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

Shipping.

Arrivals.

Quang Nam, Fr. s.s., 710, Martino, 10th June, Saigon 8th June, Rice, B. & Co.
Ningpo, Br. s.s., 1,228, Richards, 11th June, Wuhu and Chinkiang 6th June, Gen. B. & S.
Keongwai, Ger. s.s., 1,115, Müllermann, 11th June, Bangkok 5th June, Wobland Rice, B. & S.
Canton, Br. s.s., 1,110, Laurence, 11th June, Wuhu 6th June, Rice, J. M. & Co.
Tientsin, Br. s.s., 1,227, Gibbs, 11th June, Canton 10th June, Gen. B. & S.
Tyr, Nor. s.s., 1,478, Bradshaw, 11th June, Canton 10th June, Coal, E. A. T. Co.
Huron, Br. s.s., 1,280, Walsh, 11th June, Moji 4th June, Coals, M. H. E.
Bombay, Br. s.s., 2,097, Bradshaw, 11th June, Taku via Shanghai and Foochow, 6th June, Gen. and Tea, P. & O. S. N. Co.
Hongkong, Fr. s.s., 739, Suzoni, 11th June, 11th June, and Hoihow 10th June, Gen. and Pigs, A. R. M.

Clearances at the Harbour Office.

Tyr, for Hongkong.
San Cheong, for Canton.
Petchaburi, for Bangkok.
Jin He, for Canton.
Hatching, for Swatow.
Ching, for Macao.
Ningpo, for Canton.
Daigai Maru, for Swatow.
Fanning, for Swatow.
Macao, for Kowloon-chow-wan.
Ichang, for Shanghai.
Canton, for Shanghai.
Kwangchow, for Canton.
Wingchui, for Macao.
Nanyang, for Singapore.
Capri, for Singapore.

Departures.

Tremant, for Manila.
Sabine Rickmers, for Palembang.
June 11.
Mansing, for Sandakan.
Hutchinson Maru, for Moji.
Hatching, for Co. St. Pauls.
Nasaka, for Singapore.
Hutchinson Maru, for Canton.
Chuan Jihong, for Canton.
Nanyang, for Calcutta.
Chingta, for Japan.
Fanning, for Tientsin.
Capri, for Bombay.
Petchaburi, for Bangkok.
Ichang, for Shanghai.

Passengers & Cargo.

Per Quang Nam, from Saigon—129 Chinese.
Per Keongwai, from Bangkok—Mr. Pether, and 25 Chinese.
Per Huron, from Taku, &c.—Messrs. J. Howick and J. Godham.

Steamers Expected.

Vessels	From	Agents	Date
Stuttgart	Foochow	M. & Co.	June 12
Nippon Maru	Shanghai	P. M. Co.	June 13
Sungkiang	Manila	B. & S.	June 13
Ernest Simons	Singapore	N. Y. K.	June 14
Pressen	Singapore	P. & O.	June 14
Ceylon	Singapore	P. & O.	June 14
Benvenue	Singapore	G. L. & Co.	June 14
Bombay Maru	Singapore	N. Y. K.	June 14
Moravia	Manila	S. W. & Co.	June 14
Ambria	Singapore	H. A. L.	June 15
Suisang	Singapore	J. M. & Co.	June 16
Kunano Maru	Japan	N. Y. K.	June 16
Kish	Singapore	S. T. & Co.	June 18
Taiyuan	Australia	C. P. & S.	June 21
Empress of Ind.	Vancouver	C. P. & S.	June 22
Siberia	San Francisco	P. M. Co.	June 22
Coptic	San Francisco	P. M. Co.	July 1
Indravelli	Portland	P. & A. Co.	July 7

Shipping Reports.

Str. Keongwai from Bangkok:—Moderate wind and sea.
Str. Ningpo from Chinkiang:—Moderate S.W. winds and fine weather.
Str. Canton from Wuhu:—Fair weather throughout.
Str. Bombay from Foochow:—Experienced fine weather with slight head wind.
Str. Hongkong from Hoihow:—Light S.W. and E. breeze, and very fine weather.

Ships Passed The Canal.

Outward—8th May—Batavia, 14th May—Benvenue, Kish, 16th May—Ernest Simons, Teakui, Dunbar, Telemachus, Ceylon, Valde-mar, 16th May—Ambria, 22nd May—Tung-shing, Fremont, Samaki Maru, 27th May—Hutchinson, Hendel, Prentiss, Vienna, Lena, 2nd June—Banca, Hambro, Hovsey, Margus, Baqueton, Japan, Melville, 5th June—Holly-nest, Hakata Maru, Tydus, 6th June—Glencyle, Khalif, B. Hovsey, Mogul, Sambia, Adana, Satsuna.
Homeward—30th May—Stentor, 2nd June—Socotra, Freiburg, 9th June—Bayern, Serbia.
Arrivals at Home—2nd June—Haba Maru, Yarra, 5th June—Jura, Devolution, Kintochou, 9th June—Nippon, Seneca, Evershore, Hitachi Maru, Franc Ferdinand, Kongsberg, Pingyui.

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Date
Tayabas	"	"	"
Taichong	"	"	"
Dharwar	"	"	"
Clavering	"	"	"
Hoihow	"	"	"
Montanes	"	"	"
Canton River	"	"	"
San Joaquin	"	"	"
Saphir	"	"	"
Doric	"	"	"

Vessels in Port.

STRAITERS.
Bennohr, Br. s.s., 1,935, Wallace, 7th June, Shanghai 4th June, Gen. B. & S.
Clavering, Br. s.s., 2,155, Barton, 8th June, Vladivostok 19th May, Ballast—D. & Co., Ld.
Daigai Maru, Jap. s.s., 890, Groves, 10th June, Tamsui 7th June, Gen. B. & S.
Doric, Br. s.s., 4,975, Smith, 8th June, San Francisco 8th May, via Honolulu 15th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Manila 6th June, Mails and Gen. B. & S. Co.
Edith, Nossack, Ger. s.s., 1,161, Bruhn, 9th June, Canton 8th June, Gen. Kwong Man Wo.
Fritbjof, Nor. s.s., 891, Haraldsen, 8th June, Canton 7th June, Gen. S. W. & Co.
Gregory Apcar, Br. s.s., 2,040, Olfert, 8th June, Calcutta 23rd May, and Singapore 2nd June, Gen. D. S. & Co., Ld.
Hansa, Ger. s.s., 1,201, Weidlich, 5th June, Canton 5th June, Gen. E. A. T. Co.
Hoihow, Fr. s.s., 509, Merlees, 8th June, Haiphong and Hoihow 7th June, Gen. B. & R. M.
STRAITERS.
Adamson, Mrs. and Hurst, F. family.
Andrew, K. Kockenbeyer, Dr. K.
Avasia, Mr. and Mrs. Levy, J. S.
Bamsey, Mr. and Mrs. Lopez, Senior and family.
Benjamin, J.
Beyer, Hans.
Bock, O.
Doffmann, Dr.
Hickman, Jas.
Ling, H. J.
Marston, Mrs.
Marston, L.
Maskauzen, Leon.
Spittles, B. J.
Stephens, H.
Thomas, C. B.
Tyrrill, T.
Uphill, A.
CONNAUGHT.
Victoria Peak.
Gap Rock.
Macao.
Haiphong.
Manila.
Mogford, W.
Pezare, Lieut.
Schmauss, A.
Simmons, Maurice.
Schwedenberg, J.
Occidental.
Adamson, Mrs. and Hurst, F. family.
Andrew, K. Kockenbeyer, Dr. K.
Avasia, Mr. and Mrs. Levy, J. S.
Bamsey, Mr. and Mrs. Lopez, Senior and family.
Benjamin, J.
Beyer, Hans.
Bock, O.
Doffmann, Dr.
Hickman, Jas.
Ling, H. J.
Marston, Mrs.
Marston, L.
Maskauzen, Leon.
Spittles, B. J.
Stephens, H.
Thomas, C. B.
Tyrrill, T.
Uphill, A.

HONGKONG.

Amies, C.
Anton, A. S.
Bambauer, Mrs. L. D.
Barrett, E. G.
Begley, H. T.
Black, Mr. and Mrs.
Boggan, Mr. and Mrs. R.
Bonack, G.
Bonner, A. E.
Boudet, Mr.
Bowers, Dr.
Brabrook, E. G.
Brasseur, H.
Brown, W. S.
Buck, Hart.
Clarke, W. G.
Colombo, G.
Colson, F. G.
Davies, A. B.
Dawson, Mr. F.
Deane, A. S.
Derbyshire, Mr. and Mrs. J. H.
Dothie, Miss.
Douglas, Capt. & Mrs. J.
Downing, T. C.
Dutton, J. H.
Edwards, F. W.
Ehadi, E.
Ellis, Mr. and Mrs. A.
Emerson, A.
Fisher, H.
Fookes, Mr. and Mrs. W. J.
Glover, C.
Grant, Mr. and Mrs. Washburn, W. J.
Gowder, J.
Haughwout, W. B.
Heaps, E.
Herrington, M.
Hill, L. D.
Hooper, Mr. and Mrs.
Howard, Thos.
Icely, Rev. F.
James, Mrs.
Jamieson, Mr.
Joseph, Mr. and Mrs.
Katsch, E. A.
Laughlin, W. F. M.
Levier, H. D.
Macgowan, R. J.
Mariotti, Dr. A.
Mast, Sydney.
Masi, Mr. E.
Mathews, Mrs. M. J.
McAran, T. P.
Miller, P. L.
Moit, A.
Murphy, Mr. and Mrs. E. C.
Ollis, Mr. and Mrs. and Mrs. D.
Parfit, W. H.
Potts, W. H.
Rankin, J.
Reid, H. J.
Sales, Miss De.
Santos, L. J. A.
Schneetsack, R. H.
Seale, Mrs. D. L. and child.
Skott, C.
Somerville, G.
Stewart, F. C.
Thomson, J. A.
Thomson, Dr. J. C.
Valentin, C.
Waite, Mr. and Mrs. H. E.
Walker, Mr. and Mrs. W. B.
Watkins, C. V.
White, Jas. W.
Woolmer, Mr. and Mrs. Wright, Mr. and Mrs. C. Gordon.
Zetter, Louis.

KING EDWARD.

Bond, H. N.
Chandler, W.
Coulson, C. H.
Craighorn, Capt. and Mrs. R.
Ellis, Mr. and Mrs. A.
Evans, Capt.
Finch, Mrs. Wm.
Gardner, Mr. and Mrs. T. R.
Hawkins, Geo.
Howard, E.
Hunter, J. M.
Lam, Mr. and Mrs. Locksmith, Mr. and Mrs. H. S.
Mead, T. H.
Moreas, Jr. C. de.
Norton, Mr. and Mrs. R.
Odlin, A. F.
Osborne, Mrs. A.
Ostracki, Mrs. A.
Reiter, F.
Roe, Mr. and Mrs. T. J.
Steinberger, G. A.
Stephens, M. J. D.
Vaughan, H. S.
Wolter, G.

PEARL.

Allison, A.
Barnett, Dr.
Beattie, Andrew.
Behn, Geo.
Beli, Mrs. M. H.
Benson, A. D. Major and Mrs. H. G.
Berkley, H.
Berne, Gilbert.
Brusse, George.
Chapman, Mr. and Mrs. A. Murray.
Cohart, Stuart.
French, A. S. C. Major C. A.
Fuchs, A.
Gibson, Dr. Robert.
Grant, G. C. Lindsay.
Hamilton, Maj. A. B.
Hick, Mr. and Mrs. Hubbe, F.
Jeffries, H. U.
Jones, Mr. and Mrs. P. N. H.
King, R. H.
MacLeod, Wm. D. D. S.
Martin, R.
McDermott, A. P. B.
Mitchell, Robert.
Orlish, Owen.
Philpot, Leonard D.
Pollock, K. C. H. E.
Rumsey, R. N. Hoar, R. A.
Ryder, Mrs.
Saver, Mr. W. E.
Scott, Charles R.
Sinclair, A.
Smith, Carl W.
Spalckhaver, W. O. C.
Thompson, O. D.
Wenborn, S. T.
Wilford, F. C.

CRAIGHORN.

Gaskell, Mr. and Mrs. Lambelle, Lieut. and Mrs. F. W.
Harvey, Lieut. and Mrs. F. W.
Mrs. J. S. Struckmeyer, O.
Helms, W.

KOWLOON.

Jewell, Frank F.
Nobbs, A. P.
Stewart, Capt. Richards C.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.
On the 11th at 11.45 a.m. The barometer has fallen over W. Japan; risen over China, particularly on the E. coast.
The depression lying over the Yangtze yesterday has moved Eastwards and lies now over the S.W. part of the Sea of Japan.
Pressure relatively high over the N. part of the China Sea.
Moderate or fresh S.E. and E. winds in the Formosa Channel, light variable winds over the N. part of the China Sea.
Forecast:—moderate S. winds; fair.

YESTERDAY'S WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84 29.76
Temperature	85 87
Humidity	72 70
Rainfall	—

CHINA COAST METEOROLOGICAL REGISTER.

June 11th, 1903, a.m.	Bar.	Th.	Hum.	Wind	Wr.
Vladivostok 7 a.m.	29.55	52	99	SW	1
Hakodate 5 a.m.	29.70	—	—	NE	2
Tokio 5 a.m.	29.81	—	—	NW	2
Kobe 5 a.m.	29.72	—	—	NW	2
Nagasaki 5 a.m.	29.64	—	—	SW	10
Kagoshima 5 a.m.	29.72	—	—	SW	4
Oshima 5 a.m.	29.84	—	—	S	2
Naha 5 a.m.	29.85	—	—	S	4
Ishigakijima 5 a.m.	29.85	—	—	SW	8
Taihou 5 a.m.	29.82	—	—	—	—
Taichu 5 a.m.	29.81	—	—	—	—
Tainan 5 a.m.	29.81	—	—	NW	4
Koshun 5 a.m.	29.85	—	—	NW	2
Pescadorei 5 a.m.	29.83	—	—	S	4
Weihowai 5 a.m.	29.90	68	100	N	2
Gutzlaff 5 a.m.	29.75	85	87	ENE	2
Sharp Peak 5 a.m.	29.79	84	83	—	—
Amoy 5 a.m.	29.79	84	83	—	—
Swatow 5 a.m.	29.80	86	70	SW	2
Canton 5 a.m.	29.80	86	70	SW	2
Hongkong 5 a.m.	29.80	86	70	SW	2
Victoria Peak 5 a.m.	29.80	86	70	SSW	4
Gap Rock 5 a.m.	29.80	86	70	SSW	4
Macao 5 a.m.	29.80	86	70	SSW	2
Haiphong 5 a.m.	29.92	84	77	N	3
Manila 5 a.m.	29.92	84	77	N	3
Bacolod 5 a.m.	29.92	84	77	N	3
Malate 5 a.m.	29.92	84	77	N	3
Heilo 5 a.m.	29.92	84	77	NE	1
Cebu 5 a.m.	29.91	87	—	—	—
C. St. James 5 a.m.	29.91	87	—	—	—

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BELL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,

Acting Director.
Hongkong Observatory, 24th July, 1903.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.		
BANKS.					
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- and bonus of 10/- @ 17/2 = \$25.26 for half-year ending 31/12/1902.....	\$675		
National Bank of China, Ltd.....	\$ 8	Div. of \$1.06 1/2 for 1902.....	\$26 b.		
Do. Founders.....	\$ 1	Div. of \$1.06 1/2 for 1902.....	\$10		
MARINE INSURANCES.					
Union In. Society of Cien, Ltd.....	\$ 100	60 per cent. = 130 per share for 1901.....	\$500		
China Traders' In. Co., Ltd.....	\$ 25	16 1/2% = \$4.10 for year ended 30/4/1902.....	\$60		
North China In. Co., Ltd.....	\$ 25	Interim of £1 for 1902.....	Tls. 320		
Yangtze In. Association, Ltd.....	\$ 60	20% = \$12 for 1901.....	\$130 b.		
Antion In. Office, Ltd.....	\$ 50	28% = \$14 per share for 1901.....	\$176 b.		
FIRE INSURANCES.					
Hongkong Fire In. Co., Ltd.....	\$ 50	\$22 1/2 per share for 1901.....	\$325 b.		
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901.....	\$84 b.		
SHIPPING.					
Hongkong, Canton, & Macao S. S. Co., Ltd.....	\$ 15	\$1 1/2 for half-year ending 31/12/1902.....	\$37 b.		
Indo-China S. S. Co., Ltd.....	\$ 10	Fin. of 12/- making £1 for 1901.....	\$106		
China & Manila S. S. Co., Ltd.....	\$ 50	10% for 1900.....	\$26 b.		
Douglas S. S. Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30/6/1902.....	\$42 b.		
"Star" Ferry Co., Ltd.....	\$ 10	\$1.20 = 12% for year ending 31/12/1902.....	\$25 b.		
"Shell" Transport & Trading Co., Ltd.....	\$ 1	60 cts. = 30/4/03.....	\$158 b.		
Shanghai Tug Boat Co., Ltd.....	Tls. 100	3rd Interim of 6d. for 1902.....	£1 7/6 b.		
Taku Tug & Lighter Co., Ltd.....	Tls. 50	Final of 7% making 20% for 1902.....	Tls. 330 b.		
Shanghai Cargo B. Co., Ltd.....	Tls. 100	Final of 5% making 7% for the year.....	Tls. 47 s.		
Co-operative Cargo B. Co., Ltd.....	Tls. 100	Final of 7% making 13% for 1902.....	Tls. 165 sa.		
REFINERIES.					
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1901.....	\$106		
Luxon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897.....	\$12 s.		
Perak Sugar Cultivation Co., Ltd.....	Tls. 50	Fin. of 7% for year ending 30.9.02.....	Tls 70		
MINING.					
Panjom Mining Co., Ltd.....	\$ 11	None.....	\$3 s.		
Panjom Mining Preference Shares.....	\$ 1	None.....	35 cts. s.		
Société Française des Charbonnages du Tonkin.....	Fr. 350	Int. of Frs. 30 per share for 1902.....	\$600		
Jebeu Mining & Trading Co., Ltd.....	\$ 5	No. 9 of 5% for 1-year end. 31/7/94.....	\$1 1/2 s.		
Raub Australian Gold Mining Co., Ltd.....	£ 18.10	No. 12 of 1/- per share 28/1/01.....	\$84 b.		
Chinese Engineering & Mining Co., Ltd.....	£ 1	No. 1 of 1/6 per share 10/10/02.....	Tls. 7 s.		
DOCKS, WHARVES AND GODOWNS.					
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	10% & bonus 2% for 1 year 31/12/02.....	\$215		
S. C. Farman, Boyd & Co., Ltd.....	Tls. 100	Interim of Tls. 7 acct. 1902/1903.....	Tls. 190 b.		
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902.....	\$40		
New Amoy Dock Co., Ltd.....	\$ 60	\$2 1/2 for 1901.....	\$60		
Shanghai & Hongkong Wharf & Godown Co., Ltd.....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902.....	Tls. 290 b.		
LANDS, HOTELS AND BUILDINGS.					
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8% = 80 cents per share for 1902.....	\$9.85 sa.		
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$5 making \$12 for 1902.....	\$169		
K'loon Land & Building Co., Ltd.....	\$ 30	\$2.30 per share for 1902.....	\$39 s.		
West Point Building Co., Ltd.....	\$ 50	Final of \$1.60 making \$3.10 for 1902.....	\$52 b.		
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for 2nd and 1/4 year making \$12 for 1902.....	\$51 b.		
Oriente Hotel Co., Ltd. (Manila).....	\$ 50	8% = \$4 for 1-year ending 31.12.1900.....	\$30 b.		
Astor House Hotel Co., Ltd. (Shanghai).....	\$ 25	15% for half-year ending 31.12.01.....	\$31 s.		
Hotel des Colonies Co., Ltd. (Shanghai).....	Tls. 25	6% for year ending 31/3/03.....	Tls. 17		
Queen's Hotel (Wei-hai-wei).....	Tls. 25	First year.....	Tls. 25		
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1902.....	\$12 1/2 b.		
Shai Land Investment Co., Ltd.....	Tls. 50	Final of 6% making 12% for 1902.....	Tls. 108 b.		
COTTON MILLS.					
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$ 10	Interim of 40 cents per share.....	\$16 s.		
Ewo Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	3% for period ended 31.10.97.....	Tls. 38 s.		
International Cotton Manufacturing Co., Ltd.....	Tls. 100	Interim of 3% on account of 1898.....	Tls. 40 s.		
Laou-kung-mew Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Interim div. of 4% on acct. of 1898.....	Tls. 40 b.		
Soy Chee Cotton Spinning Co., Ltd.....	Tls. 500	4% for period ended 31.12.00.....	Tls. 200		
CIGAR AND TOBACCO COMPANIES.					
Alhambra, Ltd.....	\$ 500	25% for year ending 30.6.1900.....	\$325		
Philippine Tobacco Trust Co., Ltd.....	\$ 50	None.....	\$18		
Shanghai-Sumatra Tobacco Co., Ltd.....	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02.....	Tls. 56 s.		
MISCELLANEOUS.					
Green Island Cement Co., Ltd.....	\$ 10	12% = \$1.20 per share for 1902.....	\$241 b.		
China-Borneo Co., Ltd.....	\$ 12	First year.....	\$108 s.		
A. S. Watson & Co., Ltd.....	\$ 10	Interim of 5% for 1902.....	\$141 b.		
Watkins, Ltd.....	\$ 10	\$1 per share for 1902.....	\$52 s.		
Hongkong Electric Co., Ltd.....	\$ 10	80 cents for year ending 30.4.1902.....	\$134 b.		
Hongkong Electric Co., Ltd.....	\$ 5	40 cents for year ending 30.4.1902.....	\$7 b.		
Hongkong & China Gas Co., Ltd.....	£ 10	10% div. and 1% bonus for 1901.....	\$140 b.		
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1902.....	\$135		
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent. = \$3.75 for 1902.....	\$49 s.		
Hongkong Ice Co., Ltd.....	\$ 25	Final of \$12, making \$16 for 1902.....	\$240		
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$18 for year ending 31.11.1902.....	\$320 s.		
Dairy Farm Co., Ltd.....	\$ 6	75 cents for year ending 31.7.1902.....	\$141 b.		
Hongkong & China Bakery Co., Ltd.....	\$ 50	5 per cent. = \$2 1/2 for 1901.....	\$40 s.		
Campbell, Moore & Co., Ltd. (Best Asbestos).....	£ 12.6	Div. of \$2 1/2 for 1901.....	\$40 s.		
Agency, Ltd. (United Asbestos Oriental).....	\$ 4	80 cents for year ending 31.5.02.....	\$9 b.		
Do. Founders.....	\$ 10	\$19.80 for year end. 31/3/03 acct. 1903.....	\$155		
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Interim of 6%.....	\$13 b.		
China Light & Power Co., Ltd.....	\$ 20	None.....	\$5 b.		
Robinson Piano Co., Ltd.....	\$ 50	5% = \$2 1/2 for half-year 1901.....	\$50		
Manila Investment Co., Ltd.....	\$ 50	None.....	\$15 b.		
William Powell, Ltd.....	\$ 10	Final of 50 cents for half-year 30.6.02.....	\$9		
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat, Limited.....	Guilders. 100	Interim Dividend of Tls. 7 1/2 per share.....	Tls. 290 s.		
Telegraphic Address— "Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.			
Telephone No. 148, P. O. Box No. 111.					
NOTE—b.=buyers, s.=sellers, sa.=sales.					
BRITISH WARSHIPS ON THE CHINA STATION.					
(11th June).					
Alacrity.....	despatch	Shanghai	Mutine.....	sloop	Yangtze
*Albion.....	battleship	Nagasaki	Ocean.....	battleship	en route Wei-haiwei
Alcornoque.....	sloop	Yangtze	Oter.....	destroyer	Wei-haiwei
Amphitrite.....	cruiser	Wei-haiwei	Phoenix.....	sloop	Labuan
Argonaut.....	cruiser	Wei-haiwei	Randal.....	survey	Shanghai
Blenheim.....	cruiser	Wei-haiwei	Rinaldo.....	sloop	en route Hongkong
Bramble.....	gunboat	Wei-haiwei	Robin.....	river g.-b.	Hongkong
Britomart.....	gunboat	Wei-haiwei	Rosario.....	sloop	Yangtze
Cressy.....	cruiser	en route Wei-haiwei	Sardpiper.....	river g.-b.	West River
Cherub.....	tug & water	Hongkong	Snipe.....	river g.-b.	Yangtze
Eclipse.....	cruiser	en route Wei-haiwei	Spariate.....	cruiser	en route Home
Espergle.....	sloop	Shanghai	Taku.....	destroyer	Hongkong
Europa.....	cruiser	en route Home	Talbot.....	cruiser	Japan
Fame.....	destroyer	In reserve	Tamar.....	receiving	Hongkong
Fearless.....	cruiser	Japan	Tenai.....	river g.-b.	Yangtze
*Glory.....	battleship	Woosung	Thetis.....	cruiser	Shanghai
Goliath.....	battleship	en route Wei-haiwei	Tweed.....	coast g.-b.	Yangtze
Hamby.....	destroyer	Wei-haiwei	Waterloo.....	sloop	Yangtze
Hart.....	destroyer	Hongkong	Whiting.....	survey	Wei-haiwei
Humber.....	store	Wei-haiwei	Woodcock.....	destroyer	Hongkong
Janus.....	destroyer	Wei-haiwei	Woodcock.....	river g.-b.	Yangtze
Kinsale.....	river g.-b.	Yangtze	Woodcock.....	river g.-b.	Yangtze
Mooreben.....	river g.-b.	West River			
*Flag of Vice-Admiral Sir Cyprian Bridge, K.C.B. *Flag of Rear-Admiral Harry T. Grenfell, C.M.G.					

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